Installation Instructions
DEEP CAST TRANSMISSION PAN

Fits: Chrysler NAG-1 Automatic Transmission
See Application Guide for Specific Vehicles
Catalog # 10300

Rev. 1/9/2020

WORK SAFELY! For maximum safety, perform this installation on a clean, level surface and with the engine turned off. Place blocks or wedges in front of and behind both rear wheels to prevent movement in either direction.

CAUTION: To avoid any possibility of bodily injury or damage to vehicle, do not attempt installation until you are confident that the vehicle is safely secured and will not move.

This B&M Cast Aluminum Deep Oil Pan has been designed to work on most Chrysler/Dodge/Jeep vehicles equipped with NAG-1 (W5A380 & W5A580) transmissions. The deep oil pan provides several advantages over stock factory oil pans. The extra capacity provides increased oil volume and added cooling, while the aluminum construction increases case rigidity. The magnetic drain plug feature allows regular transmission maintenance and oil changes without the usual mess associated with “dropping the pan,” and limits ferrous debris from circulating in the transmission

NOTE: The NAG-1 transmissions do not come with a dip stick. You will need a B&M NAG-1 Locking Dipstick P/N 22300, P/N 22301 or P/N 22302 *(check for vehicle applications)* to measure fluid level or have a shop with a scanner tool do the installation for you.

When installing your B&M Cast Aluminum Deep Oil Pan you may wish to consider a B&M Transmission Temperature Gauge. Most transmission and converter failures can be traced directly to excessive heat. This accurate temperature gauge comes with a light kit, color-coded dial face, antiglare enclosure, wires, terminals, special sending unit, and T-fitting for easy installation. Available at your B&M dealer.

This deep oil pan can be installed in about an hour by carefully following the instructions. Check the tool list at the end of these instructions for the tools required. Transmission components are precision fit and dirt is the number one enemy of an automatic transmission. Automatic transmissions operate at temperatures between 150°F and 250°F. It is suggested that the vehicle be allowed to cool off for a few hours to avoid burns from hot oil and parts. The vehicle should be off the ground for ease of installation – jack stands, wheel ramps or a hoist will work fine.

MAKE SURE VEHICLE IS FIRMLY SUPPORTED - DO NOT WORK UNDER A VEHICLE IF IT IS SUPPORTED BY ONLY A JACK!

Try to raise the vehicle 1-2 feet so you will have plenty of room to work. Also, have a small box to put bolts in and a drain pan to catch oil.

NOTE: This kit does not come with a transmission filter or gasket.

INSTALLATION

1. Place a drain pan underneath transmission. To drain the oil pan, remove the two bolts and hold downs at the front of the transmission using a T30 Torx socket, extension and ratchet.

2. Loosen the two middle bolts until fluid starts to drip from the front of the pan. If the pan and gasket sticks, pry it down slightly with a screwdriver to break the seal.

NOTE: Don't damage the transmission surface as leaks could develop.

3. Loosen the two rear bolts by 2 turns and let the pan hang down so the fluid can drain.

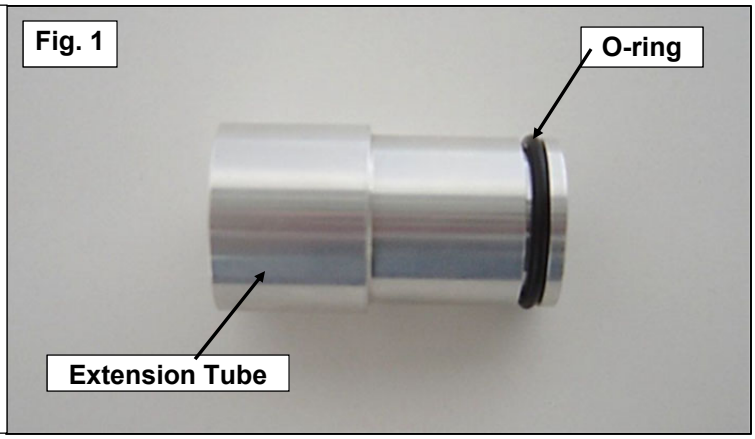
NOTE: On some applications it might be easier to reach the rear bolts by using a Torx bit and a wrench.

4. After the fluid has drained from the pan, remove the two middle bolts and hold downs while supporting the oil pan. Remove the last two bolts and hold downs slowly while tilting down the pan to allow the last of the fluid to drain. After the last bolts are removed, the pan and gasket can be lowered and set aside.

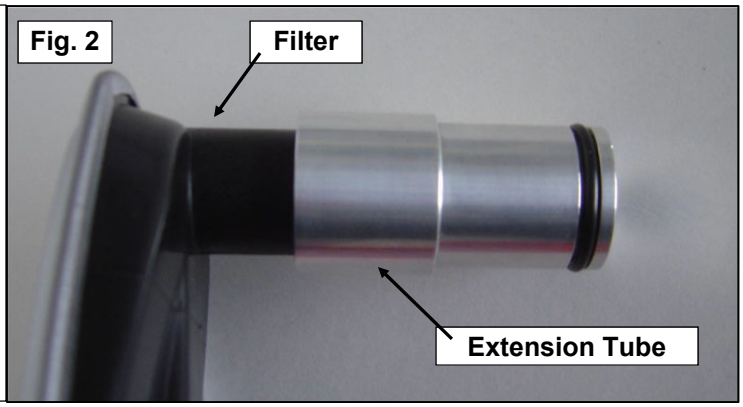
5. Remove the magnet from the pan, fully clean it and set it aside.

6. The oil filter will now be exposed. Pull the filter out of the valve body, being careful not to bend the filter pickup tube as it is plastic and may crack or break. If the seal remains in the valve body and does not come out with the filter, remove it by using a flat head screwdriver. Be careful not to damage the surface.

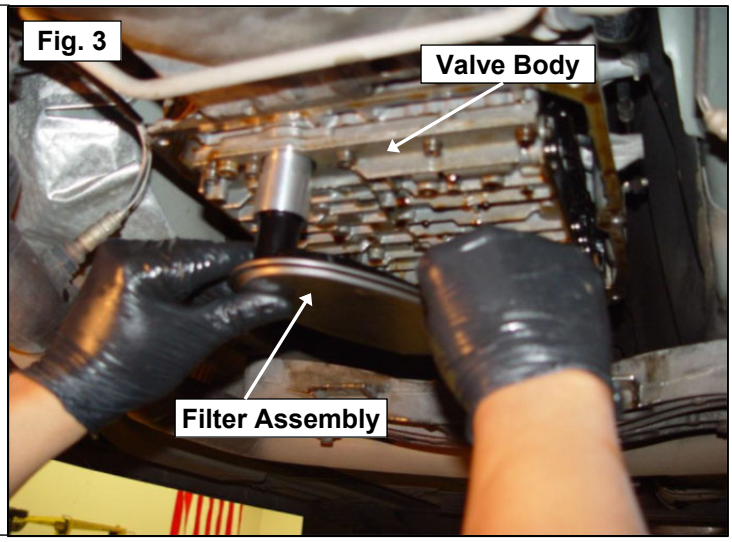
7. Install the supplied O-ring on the extension tube provided in the kit **(See Figure 1)**. B&M recommends that the transmission filter be changed at this time. Lubricate the seal on the transmission filter (MOPAR p/n: 52108325AA) and the O-ring with new transmission fluid.



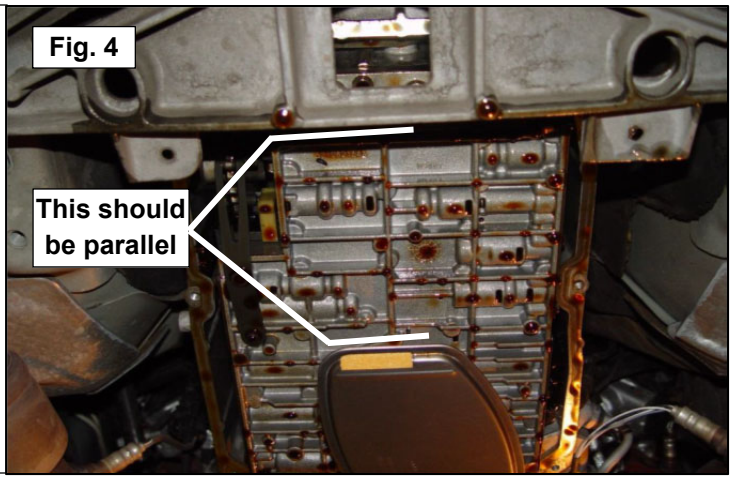
Place the extension tube on the transmission filter **(See Figure 2)**.



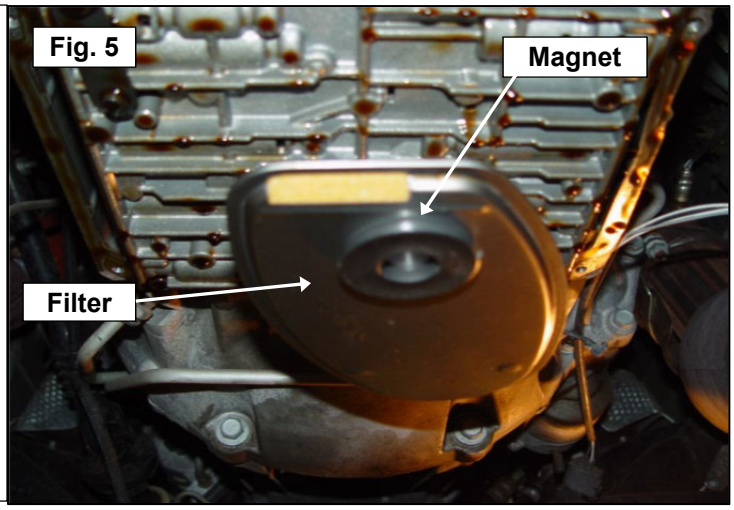
8. Install the filter assembly into the valve body **(See Figure 3)**.



9. Make sure the flat end of the filter is parallel to the back of the transmission **(See Figure 4)**.



10. Stick the magnet removed earlier on the bottom of the transmission filter as shown **(See Figure 5)**.



11. Install the reusable gasket (MOPAR p/n: 52108332AA) onto the B&M oil pan.

12. Clean the transmission mating surface with a clean rag.

13. Install the B&M Cast Aluminum Deep Oil Pan by using the supplied hold downs with the original six bolts removed earlier and torque the bolts to 8 N-m (70 in.lbs.). Do not over tighten as this can cause leaks or damage to the transmission case or gasket.

14. Using a 3/4” socket & ratchet, install and tighten the supplied drain plug and gasket.

15. If using a temperature sensor, install in provided 1/8” NPT port on side of pan. Otherwise install supplied 1/8” NPTF plug and tighten.

NOTE: No Teflon is needed as this plug has a Dryseal thread.

16. Lower vehicle and add 6 quarts of ATF +4.

17. Check the oil level and add oil as necessary and recheck the oil level.

18. Once the oil level is correct, install the dip stick or cap.

PARTS LIST

1 Aluminum Cast Oil Pan
6 Hold Downs
1 Filter Extension Tube
1 O-ring
1 Magnetic Drain Plug
1 Drain Plug Gasket
1 1/8” NPTF Plug

TOOLS LIST

B&M Dipstick or scanner tool
Jack & Jack Stands
Drain Pan
Rags or Paper Towels
T30 Torx Socket & Ratchet
3” Socket Extension
3/4” Socket
3/16” Allen Wrench
Flat Blade Screwdriver
ATF +4 Fluid

IMPORTANT: RETAIN THESE INSTRUCTIONS FOR FUTURE REFERENCE

B&M Performance & Off-Road